





# Today's Advertisements.

## WIRTH'S CIRCUS.

LOCATION RECLAMATION,  
WEST POINT.  
CONTINUED SUCCESS  
MAMMOTH DOUBLE ATTRACTION,  
TO-MORROW-NIGHT  
AND  
EVERY EVENING  
FOLLOWING.

A GIGANTIC PROGRAMME,  
comprising 15 New Numbers, including the  
SENSATIONAL LIVERPOOL  
STEPPLECHASE,  
AND  
FIRST APPEARANCE  
OF THE FAMOUS  
IMPERIAL OILING LING FOO  
TROUPE  
OF WONDER WORKERS.

SAME POPULAR PRICES.  
Boxes ..... \$ 2.00  
Front Stall Seats ..... 1.00  
Second Stall Seats ..... 0.50  
Gallery ..... 0.30  
Soldiers Half-price, Except Gallery.

"SATURDAY,  
GRAND AFTERNOON PERFORMANCE.  
Doors Open at 2. Commence at 3.  
For the convenience of Schools and Families  
unable to attend the Evening Sessions,  
When Children will be admitted to all parts of  
the house at Half-price.  
Each Child will be presented with a  
Souvenir Portrait of  
LITTLE MARIEL WIRTH.

SPECIAL ANNOUNCEMENT,  
MONDAY NIGHT.  
TESTIMONIAL BENEFIT TENDERED TO  
MRS. WIRTH,  
Which will be under the distinguished Patronage  
of  
His Excellency Sir  
WILLIAM ROBINSON, K.C.M.G.,  
and  
Major General BLACK.

Hongkong, 6th August, 1896. [1221]

THE HONGKONG AND KOWLOON  
WHARF AND GODOWN COMPANY,  
LIMITED.

A N INTERIM DIVIDEND at the Rate of  
TWO AND A HALF PER CENT. (ONE  
DOLLAR AND TWENTY-FIVE CENTS per Share)  
for the Six Months ending 30th June, 1896, will  
be PAID to those Persons who are registered as  
SHAREHOLDERS in the above Company on  
MONDAY, the 24th August, 1896.  
THE TRANSFER BOOKS of the Company  
will be CLOSED from the 17th to the 24th  
instant, both days inclusive.  
By Order,  
EDWARD OSBORNE,  
Secretary.

Hongkong, 6th August, 1896. [1224]

PERSEVERANCE LODGE OF  
HONGKONG, No. 1,165.

A REGULAR MEETING of the above  
LODGE will be held in the FREEMASONS'  
HALL, Zealand Street, on SATURDAY, the 14th  
instant, at 8.30 p.m. precisely. Visiting  
Brethren are cordially invited to attend.  
HONGKONG, 6th August 1896. [1242]

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamship  
"ROSETTA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:-  
From London, &c., ex S.S. Himalaya.  
From Australia, ex S.S. Mauritius.  
From Persian Gulf, ex B. I. S. N. Co. and  
Bombay Persian S. N. Co.'s Steamers.

Optional goods will be landed here unless  
instructions are given to the contrary before 1  
P.M. TO-DAY.  
Goods not cleared by the 14th instant at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here after which  
no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 6th August, 1896. [431]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.  
NOTICE TO CONSIGNEES.  
FROM SHANGHAI AND KOBE.

THE Steamship  
"MARQUIS BOCQUEHEM,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all claims must be  
sent in to the Underwriter before Noon on the  
14th instant or they will not be recognised.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 14th  
instant will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER & Co.,  
Agents.  
Hongkong, 6th August, 1896. [1099]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR SAIGON.  
THE Steamship  
"SHANTUNG,"  
Captain Frampton, will be despatched on  
MONDAY, the 11th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th August, 1896. [1245]

# Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR AMOY AND TAMSUI.  
THE Steamship  
"HAILONG,"  
Captain Davis, will be despatched for the above  
Ports TO-MORROW, the 7th instant, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers.  
Hongkong, 6th August, 1896. [1236]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.  
THE Steamship  
"NAMOA,"  
Captain Hall, will be despatched for the above  
Ports TO-MORROW, the 7th instant, at Noon.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers.  
Hongkong, 6th August, 1896. [1237]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR KOBE AND NAGASAKI.  
THE Steamship  
"NANSHAN,"  
Captain Jenkins, will be despatched for the above  
Ports TO-MORROW, the 7th instant, at  
Noon.  
For Freight or Passage, apply to  
BRADLEY & Co.,  
Agents.  
Hongkong, 6th August, 1896. [1210]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.  
(Taking Cargo and Passengers at through rates  
for NINGPO, CHEFOO, NEWCHANG,  
TIENTSIN, HANKOW and PORTS on the  
YANTZIE).  
THE Company's Steamship  
"NESTOR,"  
Captain Anghit, will be despatched as above  
TO-MORROW, the 7th instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th August, 1896. [1239]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"ORESTES,"  
Captain Pelford, will be despatched as above  
on SATURDAY, the 8th instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th August, 1896. [1164]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN  
GOVERNMENT.)  
STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KURACHIE, ADEN, SUZ,  
PORT SAID, BRINDISI, VENICE,  
TRIESTE AND GENOA.

(Taking Cargo at through rates to CALCUTTA,  
MADRAS, PERSIAN GULF, RED SEA, BLACK  
SEA, LEVANT and ADRIATIC PORTS, NATAL,  
EAST LONDON, PORT ELIZABETH and  
CAPE TOWN.)  
THE Company's Steamship  
"MARQUIS BOCQUEHEM,"  
Captain G. Costanzo, will be despatched as  
above on SATURDAY, the 8th instant, at 3 P.M.  
Cargo will not be received on board after 3  
P.M. prior to date of sailing.  
For further information as to Passage and  
Freight, apply to  
SANDER & Co.,  
Agents.  
Hongkong, 6th August, 1896. [1099]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR TIENTSIN.  
THE Company's Steamship  
"NANCHANG,"  
Captain Finlayson, will be despatched as above  
on SATURDAY, the 8th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th August, 1896. [1169]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.  
THE Steamship  
"THALES,"  
Captain Douglas, will be despatched for the above  
Ports on SUNDAY, the 9th instant, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers.  
Hongkong, 6th August, 1896. [1243]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN  
GOVERNMENT.)  
STEAM TO SHANGHAI AND KOBE.  
THE Company's Steamship  
"MEDUSA,"  
Captain G. Wallusching, will leave for the above  
places on WEDNESDAY, the 12th instant.  
For Freight or Passage, apply to  
SANDER & Co.,  
Agents.  
Hongkong, 6th August, 1896. [1241]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
THE Steamship  
"CHINGTU,"  
Innes, Commander, will be despatched on  
SATURDAY, the 14th instant, at 3 P.M.  
The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.  
A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th August, 1896. [1197]

# Intimations.

DAKIN, CRICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.  
SIMPLE AERATED WATER.

SODA WATER.  
LEMONADE.

GINGER ALE.  
SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MESSERS and  
other Large Consumers.  
Any complaints should be addressed to the  
Manager.  
Hongkong, 3rd May, 1900. [427]

A. S. WATSON & CO.,  
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS  
OF  
AERATED WATERS.

OUR AERATED WATER FACTORY is  
fitted with the best English Machinery, embody-  
ing the latest improvements in the trade.

The Purest Ingredients only are used, and the  
greatest Care and Cleanliness exercised in the  
Manufacture throughout.

The Water used is proved by repeated  
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and Emplies  
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."  
And all signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:-

PURE AERATED WATER,  
SODA WATER,  
LEMONADE,  
POTASH WATER,  
LITHIA WATER, SELTZER WATER,  
SARSAPARILLA WATER,  
TONIC WATER,  
GINGER ALE,  
GINGERADE.

No Credit given for Bottles that look dirty or  
grassy, or that appear to have been used for any  
other purpose than that of containing Aerated  
Waters, as such Bottles are never used again  
by us.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.  
Hongkong, 4th July, 1896. [116]

DEATHS.

On the 25th June, at Royal, WILLIAM BRAND,  
of Shanghai, aged 57.  
On the 27th July, at Batu Kawan Sugar  
Estate, Province Wellesley, PETER A. DUNN,  
of Greenock.  
On the 28th June, at Kappel, Switzerland,  
ADOLF LOOSER, aged 30 years, late of Penang.  
At the Surgeon's House, General Hospital,  
Singapore, on Thursday, the 30th July,  
WILLIAM HOAD, R.B. L.M., (Edin.) in the 42nd  
year of his age.  
On the 1st July, at Clifton, aged 45 years,  
JOHN McQUEEN, eldest son of John Walter,  
of the Hongkong and Shanghai Banking  
Corporation.

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, AUGUST 6, 1896.

TELEGRAMS.

(From Kobe Chronicle)  
FORMOSAN AFFAIRS.

It is reported that the Government has decided  
to make Kelung a naval station and Takow a  
commercial port.

The Government has decided to augment  
the Formosa garrison by another brigade, thus  
making the total four brigades. A mixed brigade  
will be shortly organized and sent to the island.  
The expenditure required will be met out of  
the first reserve fund.

MARQUIS YAMAGATA.  
Tokio, July 29th.  
Marquis Yamagata received a cordial welcome  
yesterday, when he was welcomed by the Emperor.  
All the officials and officers who accompanied  
the Marquis to Russia also had audience  
of the Emperor, and stayed in Japan.

NEW RUSSIAN LOAN.  
Tokio, July 28th.  
A telegram was received by the Bank of Japan  
the day before yesterday, to the effect that the  
Russian Government is trying to raise in London  
a loan of 400,000,000 francs bearing interest at  
3 per cent. The money is required to accelerate  
the completion of the Siberian railway and also  
to further the war operations. The circulation  
of this report in Europe has resulted in a great  
advance in the price of gold.

# REUTER'S MESSAGE.

THE "TIMES" ON LI HUNG-CHANG'S  
VISIT TO GREAT BRITAIN.  
HE WANTS TO RAISE THE TARIFF!

LONDON, August 4th.  
The Times in a leading article says that the  
real object of Li Hung-chang's visit to Great  
Britain is to obtain the British sanction for an  
increase of the Chinese Customs tariff, the basis  
of which, on account of the fall in the value of  
silver, is now radically altered. Russia, France  
and Germany have already assented to the  
increase, but the real decision rests with Great  
Britain whose trade with China is eighty per  
cent of the whole.

The Times further remarks that Great Britain,  
before consenting to the doubling of the tariff,  
must secure an adequate *quid pro quo*.

The Times also states that it has been  
definitely decided by China to organize a new  
Army and Navy, and that the extent of reform  
depends upon the amount of money to be  
derived from the proposed increase of the tariff.

LI'S ORDERS.  
Li Hung-chang has virtually ordered artillery  
from Germany and rifles from France; but he is  
resolved to have the new Navy constructed in  
Great Britain, upon British lines, and under the  
direction of British Officers.

RESULT OF THE LIVERPOOL CUP.  
LONDON, July 23rd.  
The Liverpool Cup was run to-day with the  
following result:-  
Lord Derby's ch f Canterbury Pilgrim by  
Trilium-Pilgrimage ..... 1  
Paris III. (owned in Australia) ..... 2  
Mr. John Wallace's b c SPOOK by Oberon—  
Lady Letham ..... 3

ANOTHER TYPHOON!  
Senor José de Navarro, Spanish Consul at  
this port, has courteously favoured us with  
a copy of the following telegram received from  
Manila:-  
"There is a depression to the E. S. E. of  
Manila, in the Pacific. It is now some distance  
off the island."

The Observatory officials report to-day as  
follows:- On the 6th at 10.15 a.m. Depression  
in the Pacific to the East of Luzon. At 11.10  
a.m. The barometer is falling at Bolinao and  
along the S.E. coast of China, rising in the Gulf  
of Tonking. Pressure is again below the  
average at Bolinao but, at present, it remains  
high on the S. and S.E. coasts of China, the  
excess amounting to nearly 0.15 inch at Hong-  
kong. In the extreme North, a depression appears  
to be advancing Eastward in the neighbourhood  
of Vladivostok. Forecast:- Light E. or varying  
windy rain. Telegraphic communication between  
the Observatory and Victoria Peak remains  
interrupted. At 4 p.m. the barometer read—29.84

THE "ILITIS" DISASTER.  
SHANGHAI, August 1st.  
The *Hsinchi* arrived here from Tientsin with  
Cheloo this afternoon, and, upon boarding her,  
we were informed that the cause of the loss of  
all the officers of the *Ilitis* was the fact that upon  
striking the rock the after part of the gunboat,  
in which, unfortunately, all the officers happened  
to be at the time, sank, leaving the fore-part on  
the rocks. The twelve men that were saved  
remained on the wreck for two days, and, no  
assistance being forthcoming, four of them swam  
ashore and, proceeding to the light-house,  
obtained help.—*Mercury*.

LOCAL AND GENERAL.  
H. M. S. Grafton sailed for Yokohama to-day.  
"NO CASES OF FLAQUE TO-DAY, AND NONE  
YESTERDAY!!!"  
THE *Shipping World*, hitherto a monthly, is  
now issued weekly. It was established in May  
1895.

MISSERS Benjamin, Kelly and Potts report that  
the Hongkong and Shanghai Banking Cor-  
poration have increased their advances on certain  
stocks and have issued a list of the principal  
shares and the advances which they are prepared  
to make.

Mr. Valentine Chiro, whose series of letters to  
THE *Times* on the Far Eastern Question were  
recently published and so well received, is again  
coming to the Far East. He has left London and  
says the *L. & C. Express*, sailed from Vancou-  
ver per *Empress* boat on 3rd August.

OWING to the great demand for them, the whole  
of the copies of THE *Hongkong Telegraph* con-  
taining reports of the terrific typhoon of the 29th  
July have been sold out. Orders for extra copies  
of the report, in pamphlet form, will be received  
at this office up to noon of Monday, the 12th  
instant. Price, 25 cents per copy.

DURING the stay in France of Li Hung-chang,  
Monsieur A. M. de Derville, Commissioner (Ys,  
*Courrier d'Hayphone*, a real, live, intelli-  
gent of pretty good standing), was attached to  
his staff. While in England the *London* and  
*China Express* understands Mr. James Hart,  
Commissioner of the Chinese Customs Service  
and brother of Sir Robert Hart, would be  
Secretary of the Chinese Legation in London,  
having been appointed to that office by a special  
Imperial decree.

REUTER informs us that Li Hung-chang is  
endeavouring to obtain the sanction of the  
British Government to an increase of the  
Chinese Customs Tariff. It is conceivable that,  
provided Li is duly authorized to enter into  
negotiations of this nature, Great Britain will  
consent when several "little bills" are settled  
and a substantial *quid pro quo* is actually forth-  
coming—not merely promised.

A NOVEL mode of advertising is resorted to by  
Messrs Waikias & Co., who are sole agents here  
for the famous Beecham's pills. Enclosed with  
this issue is a neatly got up song, with music,  
entitled *The Wanderer*, which indicates that  
the pills wander everywhere. The song may be  
sung anywhere without special permission before  
11 p.m. If you sing it after midnight you don't  
get enough rest and then you have to buy a box  
of Beecham's pills to put yourself straight—which  
is just what Beecham likes, but you yourself  
deserve it!

THE news wired by Reuter about Li being  
"resolved to have the new Chinese navy con-  
structed in England upon British lines and under  
British officers" looks well on paper in the form  
of a "Reuter's Message." But is it not possible  
that Li's hints on this subject were merely a  
sop thrown to Corbier?

Mr. J. W. DAVIDSON, the *New York Herald*  
correspondent, passed through Kobo on the 29th  
ultimo on his way to Formosa, via Hiroshima.  
Professor Burton is (says the *Kobe Chronicle*)  
also going by the same steamer, which carries  
a distinguished party of Japanese officials, in-  
cluding Dr. Ishiguro. Professor Burton's visit  
is in connection with the preparation of plans  
for the improvement of the harbours of Kelung  
and Takao.

THE *Sportman* hears on good authority that  
Sir Tatton Sykes has agreed to take the mare *La  
Fiche*, which was bought in at the sale of Baron  
Hirsch's stud for 13,350 guineas. It appeared  
after the sale that Sir Tatton Sykes had named  
a price for the mare, but Lady Sykes had given  
Lord Marcus Beresford carte blanche for the  
purchase, and he had bid up the price to the  
above figure, at which Sir Tatton at first  
declined to take the mare.

THE Polar steam yacht *Windwood* sailed from  
Vardø on 29th June for Franz Josef Land. Her  
deck presented an interesting scene. In one  
part were stalled several teams of reindeer,  
and in another a number of sheep, while quanti-  
ties of reindeer moss and hay were compactly  
stowed amidships. Huge ice-saws and drills  
for breaking a way through the ice accentuated  
the Arctic appearance of the ship. All on board  
were in excellent health and spirits, and looking  
forward to communicating with Mr. Jackson at  
the end of July.

THUS Fairplay of 2nd July:- Another rapid  
passage from New York to Queenstown has been  
made by the *Campagna*, which arrived at  
Queenstown on Friday morning last week, after  
accomplishing the trip in 5 days 12 hours 32  
minutes, notwithstanding that she encountered  
fog for six hours during the passage, which  
caused her to steam at reduced speed. Her daily  
runs were 434, 519, 514, 510, 519, and 404 knots.  
This is a record passage of the *Campagna* over  
the long route, and beats her own best passage  
by 36 minutes. She steamed during the trip  
2,899 miles, and averaged 21.88 knots an hour.

HONGKONG has to all appearances escaped the  
ravages of the typhoon which was reported from  
Manila on Saturday. From the Observatory  
report issued yesterday this storm appears to  
have completely vanished. It is indeed fortunate  
for all residents in Hongkong, as in the present  
condition of many of the houses, partly wrecked  
by the typhoon of the 29th ult., another blow  
would probably have created very great havoc  
with house property and possibly even a  
number of serious casualties. With the  
immense amount of repairs necessitated by the  
last blow every carpenter in the colony has  
all he can do, and it is now almost impossible to  
get urgent repairs effected.

THERE have reached us (*North China Daily  
News*) from Cheloo plans showing the fore-  
shore in dispute at Cheloo as it is, and the fore-  
shore as the Customs intend to make it. The fore-  
shore in front of Ferguson's lot No. 12 is to be filled  
in, and handed over to Scheveleff & Co., while a  
wide band is to be made in front of the Customs,  
enclosing Ferguson's present jetty, a new jetty  
being built opposite the junction of the front of  
the Ferguson's lot No. 9 and the lot ceded to  
Scheveleff. In the face of the terms of  
Ferguson's title-deed, which we have already  
mentioned, this is little better than confiscation,  
and we are quite at a loss to understand Sir  
Claude MacDonald's consenting to it, as he is  
reported to have done.

Sir William E. Maxwell, K.C.M.G., Governor  
of the Gold Coast, visited Liverpool on 1st July,  
at the invitation of the African Trade Section of  
the Chamber of Commerce, and delivered an  
address upon the affairs of the Gold Coast and  
Ashanti. The remedy for a good deal of the  
trouble there was, in his opinion, the establish-  
ment of a connection between West Africa and  
Eastern Asia, and the gradual introduction of  
the numerous things which make life tolerable  
in the latter districts. East Africa, he pointed  
out, was far ahead of the West Coast in civiliza-  
tion, progress, and energy, and this was because  
East Africa had been leavened by energetic  
native traders from Arabia and India, who had  
brought with them their arts, manufactures, and  
handicrafts, the result of which had been to  
civilize to some extent the African tribes.

GERMAN export trade shows a very remarkable  
rise for 1895, as will be seen from the following  
official statement giving the value in millions of  
marks: Cotton industry, 200 in 1895, 157 in 1894;  
silk industry, 151 in 1895, 122 in 1894; wool in-  
dustry, 268 in 1895, 229 in 1894; ready-made  
dresses, 101 in 1895, 95 in 1894; iron industry,  
501 in 1895, 256 in 1894; other metal indus-  
tries, 114 in 1895, 100 in 1894; machines and  
instruments, 158 in 1895, 138 in 1894; coal  
and coke, 145 in 1895, 139 in 1894; chemical  
industry, 299 in 1895, 270 in 1894; leather  
industry, 165 in 1895, 134 in 1894; paper  
industry, 104 in 1895, 91 in 1894;  
literary and art objects, 107 in 1895, 100 in 1894.  
The *Daily News* correspondent, who transmits  
these figures, says that, with the exception of the  
sugar industry, exports have largely increased in  
all the great German industries, and have even  
reached a higher figure than ever before.

MEMORANDA.  
TO-DAY, 6th August.  
9 p.m.—Wirth's Circus and Menagerie, at West  
Point.  
TO-MORROW, 7th August.  
9 p.m.—Concert at Volunteer's Headquarters.  
SATURDAY, 8th August.  
American mail due.  
Noon.—*Gosh* leaves for San Francisco, via  
usual ports of call.  
Noon.—*Swandale* leaves for Victoria, B.C., and  
Tacoma, via Kobe and Yokohama.

SO great has become the public interest in  
cycling matters that a daily newspaper has been  
started in London to represent the sport. Its  
title is *Cycling Times*.

THE *China Gazette* states that the three big  
prizes in the Mexican State Lottery (Beneficencia  
Publica) drawn on the 3rd July fell to the  
following numbers:- First, 39,137; Second,  
54,331; Third, 15,991.

THE following appointments were notified at the  
Admiralty on the 1st ultimo:- Commanders,  
Stanley T. Dean-Pitt to the *Thunders*, addi-  
tional, for special service; Frederic A. Winter  
to the *Warship*, additional, for special service.  
Lieutenant Percy M. Riddore to the *Sanspareil*  
as Flag Lieutenant to Rear Admiral A. K.  
Wilson, V.C., C.B.; Raymond N. Nugent to the  
*Tamara*, in command.

WIRTH'S Circus was again fairly well filled last  
night, when the performance given Tuesday  
night was repeated. As will be seen by the  
advertisement in this issue, the management  
has secured the celebrated Ching Ling-foo  
troupe, which will show for the first time to-  
morrow night. The exhibition given by this  
wonderful troupe a few months ago will be fresh  
in the memory of all who saw it. Doors open at  
8 p.m., performance at 9 o'clock.

THE *Mainichi* describes a monstrosity caught  
by fishermen recently in Oita Prefecture as being  
13 ft. long, 8 ft. in width, having no flesh, simply  
bones and skin, horns like a bull, only that they  
turn backwards, and between the horns is a hole  
half the size of one's fist. The general shape of  
the monster resembles—not a whale, but a  
dragon fly.

THERE is a movement afoot in London to raise  
a statue to Sir Augustus Harris, and at first sight  
a good deal is to be said for the idea. He prob-  
ably amused and entertained more people than  
any man of his day, and he made good opera  
possible. These, says a London weekly, are  
achievements which would better entitle him to  
a monument than a good many of the worthy  
but dull gentlemen whose effigies disfigure some  
of our public places.

THE Chitt authorities have sent Tls. 20,000, in  
aid, to the new "Huk" mint for the purpose of  
being coined into dollars and subsidiary coins,  
as the new machinery for the Peking mint has  
not yet arrived from Europe. Of the above  
amount, Tls. 20,000 worth of new coins will be  
put into circulation at Tientsin, and Tls. 9,000  
will be sent to the Amer province of Helling-  
ching to pay the troops there. The Tatar  
General of Fengtien (Moukden), we learn, has  
also ordered a considerable amount of the new  
money from Wanching for circulation in his  
province.—*N. C. Daily News*.

It is to be hoped the Admiralty will adopt the  
suggestions that have been made to replace the  
old *Victor Emmanuel* by the *Kalabar* as depot  
ship in place of the *Tamara* at Hongkong.  
Recently the *China Squadron* has been consi-  
dably increased, and a second *Austral* is  
now on the station. Obviously, there-  
fore, rather more than less accommodation is  
required at the depot ship. Quite beyond this,  
however, the *Malabar* is so much better suited  
for the place than the *Tamara*, which is likely to  
be overcrowded at



At Singapore, recently, a Bengal milk-teller was fined \$100 for selling adulterated milk. The analysis showed 47 per cent. of added water.

CHINA was raging in various parts of Tonquin at the date of last advices. It has proved destructive among the native population, and has carried off officers and men amongst the French troops.

As regards the reported poisoning of Mrs. Percy Stephens, the *Faung Castle* states, on official authority, that the Government Analyst has found no traces of poison. It seems clear that her death arose from natural causes.

The advertisement on the 25th July announcing the death of Mrs. Gaggino arose from Messrs. Gaggino misunderstanding a telegram. They have since received another telegram announcing that Mrs. Gaggino is improving.—*Strait's Free Press*.

At the debenture-holders' meeting of the Manila Railway Company in London the other day a waiting policy was adopted, pending the decision on the legal dispute as to the payment of interest on the "B" Prior Lien Bonds before that on the debenture debt.

The *Aberdeen Journal*, whose files go back for a period of close on one hundred and fifty years, has begun a series of extracts from the *Journal* published a century ago. These extracts are of a miscellaneous character—local, political, and general, and will no doubt be widely read by Aberdonians.

#### NEWS BY THE ENGLISH MAIL.

LONDON, July 10th.

The Emperor and Empress of Russia made their entry into St. Petersburg on 4th inst. Sir Alfred Dent, K.C.M.G., was married yesterday to Miss Margaret Aird, daughter of Mr. Charles Aird, of Edinburgh.

The will of Colonel North has been proved, the net value of the personal estate being sworn at £163,865.

Reading on the Clyde yesterday, the Prince of Wales's *Britannia* beat the German Emperor's *Meteor* on time allowance, after an exciting race. Sir John Pender died on 7th inst. at Foots Cray Place, Kent. The immediate cause of death was paralysis.

The members of the Ancient and Honourable Artillery Corps of Boston, Massachusetts, are now on a visit to the present occupation of the Honourable Artillery Company in London. After a cricket match which will be memorable for a brilliant exhibition of batting on the third day, Oxford, at Lord's, defeated Cambridge by four wickets.

It is now definitely stated that at the conclusion of the manoeuvres the vessels engaged, over 100 in all, will assemble at Spithead, where they will be inspected by Li Hong-chang on August 20th. The Queen has sent £10 and a portrait of herself in a Mrs. Keveith, of Garrow, St. Edward, Cornwall, who has seven sons at present serving in the army, and all of exemplary character.

The German Artillery Corps has held its annual meeting at Berlin. A dividend of 8 per cent. is to be paid on the called up capital.

Two Weyman young ladies, Miss Heller, of Leeds, and Miss Cunningham, of Liverpool, are about to proceed to Wuchang, China, under the auspices of the Wesleyan Missionary Society.

At a meeting of the Council of the Royal Colonial Institute, held on the 7th inst., Mr. Ewen Cameron was elected a Fellow.

The *Réda de Paris* announces the engagement of the Duc d'Orléans, the French Pretender, to a Princess of the Austrian Imperial family, the Archduchess Marie Dorothy Amelia, his first cousin once removed.

Mr. Krupp, at Essen, the so-called "cannon king," has devoted £600,000 for the building of a new hospital for his laborers, which is to be provided with all the newest improvements in science.

The Queen has been pleased to approve the appointment of Mr. Francis William Maclean, Q.C., to be Chief Justice of the High Court at Calcutta, in succession to Sir W. C. Meade.

It is proposed by many influential members of the theatrical profession that the memorial to Sir Augustus Harris should be an enlargement of the Actors' Orphanage—a gracious memento which would well accord with the deceased's kindness and generosity.

Yesterday the German Emperor's yacht *Meteor* made her first appearance on the Clyde, at the Regatta of the Royal Largs Club. In varying breezes the big race resolved itself into a match between *Meteor* and the Prince of Wales's *Britannia*. The latter was ahead on the first round, but lost her head way afterwards, upon time allowance she was, however, declared the winner by 32 seconds.

The 3th inst. was Mr. Chamberlain's sixtieth birthday. The Colonial Secretary was born in London, as he has several times stated, and though Birmingham history is closely identified with his career, his loyalty to his native city has undergone no change. Hardly any other public man aged sixty looks as youthful as Mr. Chamberlain, and he has been a strenuous labourer and twenty years spent in Parliament.

Another lady has been added to the peerage. Mrs. Evelyn Smith, wife of James Maclean Smith, of The Hollies, South Kensington, has satisfactorily established her claim to be Baroness Gray in the Peerage of Scotland. At the inquiry before the Committee for Privileges in the House of Lords it was stated that the Baroness of Gray stands third of the Barons or Lords of Parliament on the Union Roll of the Peerage of Scotland, and was created in or before 1445.

Lord Salisbury is expected to take up his residence at Walsingham Castle, the official residence of the Lord Warden of the Cinque Ports, at the end of the present month. Preparations (a Dover correspondent says) are already being made for the installation. The Prime Minister, a Parliamentary correspondent learns, has definitely fixed Saturday, Aug. 15th, as the day on which he will visit Dover to be invested with the Lord Warden's sword.

It is proposed to erect in London a terrestrial globe on a scale of 1:500,000 of nature, i.e., a globe having a diameter of eight feet and showing the earth's surface on a scale of about eight miles to the inch. At Paris, in 1889, a globe was exhibited, but this one will be double the diameter, and upon its every geographical feature of importance will be shown and named, as will be every city or town having 5,000 inhabitants, besides a large selection of others with a smaller population. The larger cities will be drawn to scale. London will on it cover a space rather larger than that of a penny.

NAVAL AND MILITARY.

The following appointments have been made at the Admiralty:—Captain R. C. Holland, A.D.C., to be Commodore, second class, in charge at Hongkong.

Amongst the successful candidates at the recent examination of officers for promotion at stations abroad was Lieut. Rowcroft, E. C., of the Hongkong Regiment, being distinguished in military topography.

There is considerable wisdom, states a contemporary, in the suggestion that the *Malabar* shall be sent to Hongkong instead of the *Tamar* to replace the old *Victor Emmanuel* as depot ship. The *Tamar* is too small for the purpose, and will not have much accommodation to spare for supercargoes, while the *Malabar* is a large

plenty of room, and is, moreover, for a hot climate. There are many other uses to which the *Tamar* could be put, particularly in view of the increasing importance of our naval strength in the Far East.

The following farewell order has been promulgated by Lieutenant-Colonel Welby, M.P., on resigning the command of the Royal Scots Greys at Aldershot:—"Officers, Non-commissioned officers, and private Dragoons.—After four years in command and twenty years' service in the regiment, it is my painful duty to bid 'farewell.' I heartily and sincerely thank all ranks for most cordial help in maintaining our high reputation. During my term of command great honour has been conferred on the regiment by the appointment to Colonel-in-Chief of His Imperial Majesty the Emperor of Russia. It has been my singular good fortune, as representing the regiment, twice to visit Russia and enjoy the magnificent hospitality of our Colonel-in-Chief. Amid the pain of saying farewell, it is a pleasure to feel that I have over the regiment to one who has passed all his service in the regiment, and who has its interests most thoroughly at heart. It has been my happy duty to uphold the 'great name' of the regiment. It will ever be my proud boast that I have been Colonel of the Greys. Good-bye to all. Good luck, wherever duty calls them, to Scotland's Greys."

#### RUSSIA, CHINA, AND GREAT BRITAIN.

"The Apotheosis of Russia" is forcibly dealt with in the July number of *Blackwood*. The ceaseless and pauseless advance on all her neighbours is freely dilated on, and it is cautiously suggested that her need for an opening in the Pacific is not begotten of a glut of merchandise seeking outlet at Vladivostok. Like Turkey and Persia, it is asserted China has now found her asylum in Russia's hospitable bosom, whilst the corrupt administration of Peking offers as fatal a field for secret service money as Turkey. The writer moves on to the point that "as the centre of civilisation and trade moved from the Mediterranean to the Atlantic, so even in our day it will begin to swing towards the Pacific. The growth of Australia and New Zealand, the development of the western coast of North America consequent on the transcontinental railways, the rise of Japan, and the complete exploitation of China and the East Indies, all are throwing an increasing proportion of the world's weight into the Pacific. The completion of the Siberian Railway and the construction of the Central American Canal will spin round the wheels of progress more swiftly still." It is the British who will suffer by the colossal strides of Russia, and the writer asks what we should do in the following words:—

What, then, do we want? We want above all a new Eastern policy and a definite one—such a policy as is pigeon-holed in the bureaux of St. Petersburg. We have cast China overboard; we might as well cast Japan overboard. We talk of Japan as a friendly Power, and even as an ally, but with what warrant? Inasmuch as we put no pressure on her to abandon her Chinese conquests, and were the first Western Power to recognise her adolescence by compromising the principle of extraterritoriality, it is probable that the harbours of her recentment towards us than towards Russia. But we have done nothing for her; on the contrary we have made a singular exhibition of impotence at the recent crisis of her national life, and such an exhibition is apt to depreciate the value of the exhibitor's friendship. If we are to ally with Japan, we must be prepared to fight for her. If it is necessary, in some years she will command a navy which, with our own China squadron, could easily sweep the Pacific, while on land she will dispose of half-a-million trained men. Only, if we want the aid of this force, we must not repeat the pitiful abandonment of the Chinese policy. In one word, Alliance or no Alliance we ought to be clear what we will fight for and what we will permit without fighting. It was this charity of purpose that gave Russia each one of her recent triumphs and it was just on this account that she never needed to fire a shot.

To counteract this we should be ready to speak plainly and to follow words with blows, or, the article concludes, "we shall see the grandson of Nicholas II. saluted in the Kremlin by the Emperor of China and the tributary Princes of Rajpootana and the Decan." But we are not now ready to follow words with blows. Russia, on the contrary, is prepared to strike blows first and talk afterwards!

Li Hong-chang is the subject of an article in the July number of the *Contemporary* from the pen of Mr. Demetrius C. Boulger. It really deals with what is essential to regenerate China, the only person to undertake which task is presumed to be Li Hong-chang. Mr. Boulger has much to say, but he is, as the *L. & C. Express* asserts, quite wrong in stating that Li's present journey is a "mission for the purpose of inaugurating a system of reforms" in China. His mission was to represent the Chinese Government at the Coronation of the Tsar and to sign the *Sereni Compact*, and he went largely because Count Cassini and his Government "invited" him. On the question of reforms for China Mr. Boulger rightly places in the forefront drastic treatment for the economic and literary classes. Having cleared them away the power of the Viceroys should be clipped, indeed, the posts abolished, and only Yards appointed, and the capital removed from its present site. Nanking was suggested by Gordon in 1860. The present writer prefers Hankow as farther from hostile Powers, while "the existence of a waterway from the sea to its very gates would leave the administration open to those external influences to which China has hitherto been so opposed." From Hankow a railway would be made to Canton. As to China's defensive preparations, the creation of a new fleet is deprecated. China would be "only waiting her resources and providing for her enemies, as no fleet that she can create within the next ten years—the extreme limit within which it will be possible to maintain peace in the Far East—would have any chance of success against even the weakest of her possible opponents." An army and up-to-date military organisation are wanted.

To put the matter brutally but unambiguously, China is helpless, and so long as she remains so will have to submit to any indignity that may be offered her. She can, of course, procure the protection of Russia, followed for a time by the other members of that strange Slav-Turkish-Gallo-Tripoli Alliance, but while the efficacy of that protection might in certain eventualities

prove doubtful there can be no question as to its cost. The Russian ruler would always find the policy congenial which assigned the position of a dependent to the occupant of the Dragon Throne, but it would be an undeserved reflection on Li Hong-chang's astuteness to suggest that he does not see that the protection of Russia is as humiliating and far more perilous for his country than the loss of a campaign with an undisciplined antagonist like Japan.

Mr. Boulger very correctly states it is Russia's *game to make China weak*; it should therefore be our aim to make her strong. The difficulty that anyone would have in organising an army would be in getting the authorities to give over the amount of control necessary to bring any organisation even within view of success. We know what happened with Admiral Lang and the Chinese fleet. There is no guarantee that this disgraceful exhibition of revolting ingratitude would not be repeated.

#### FORMOSA SPECIAL COURT REGULATIONS.

AMOI, August 5th.

The Government of Taiwan has found it necessary to appoint a Special Court with a view to examine the cases in connection with the present Rebellion. The Regulations have been published. They provide that the Court shall be constituted with five judges appointed from among those of the rank of Superior Magistrate of Appeal and shall be seated at any place where the Governor-General of Taiwan shall find convenient whenever crises have been committed with a view (1) to assist the Government to arbitrarily occupy the land, or to disturb the laws and regulations; (2) to oppose the administration; (3) to endanger high officials; or (4) when crimes have been committed calculated to cause diplomatic complications. The Court has been opened of late at Chang-wha, where the inquiry is going on in connection with the cases of a number of prisoners concerned in the present rebellion. On finishing the inquiry at Chang-wha the Court will be opened in other districts.—*Daily Press*.

#### THE BACK-DOOR OF CHINA.

LONDON, July 9th.

France has at last secured the right of entry into China by the back way. She has had this object in view for a long time past; there can be no doubt it was the ruling idea which moved her in the conquest of Tonquin; and she has now obtained the key to this back entrance in the shape of a treaty recently signed which grants to the Five-Like Iron-ore Company, of Elver, near Lille, a concession for making a railway from Lang-soon to Lung-chang, in South-West China. "C'est le premier pas qui comble," and this first step towards the goal having been successfully got over, there will probably be no serious hindrance to the development of the great French scheme, which cannot fail to be fruitful of very important results, and combined with the tapping of North China by means of the Russian trans-Siberian Railway, it is quite likely to inaugurate some new and interesting features in the trade between Europe and the Chinese Empire. By the new Franco-Chinese treaty France has acquired the right to extend the Tonquin Railway into the heart of the Southern Chinese provinces of Yun-nan, Kwei-tchow, Kuang-shi, and Kwang-tung, together with other privileges and advantages, and the Chamber of Commerce of Lyons, taking time by the forelock, even before the treaty was signed, despatched a "commercial exploring commission" to China with the object of investigating the productions and resources of the country, the requirements of and possible trade outlets in the rich southern provinces of Yun-nan, Kuang-shi, Kwei-tchow, etc., and of studying the means of diverting the trade with these provinces from Shanghai, and directing it through Tonquin. This mission was sent off at about the moment when the great Russo-Chinese loan had been so beneficially with French capital, when the Five-Like Company was making all possible efforts to obtain the concession just granted to it, and when French and Russian capital had established the Franco-Russian Bank of China. The French were a good deal angered at the time for the alacrity they showed in taking the Russo-Chinese loan of 400,000,000 francs in gold, but the bankers misplaced; they had a great object in view, and this object appears to be on the point of being attained. The following are some of the principal privileges and advantages accorded to France by the new treaty with China, in addition to the right to run a railway from Lang-soon to Lung-chang, via Dong-dang ("the door of China")—Establishment of a consular post at Heng-hen (opening of the town of Lan-chow in the province of Kuang-shi, to the north of Lang-soon), the opening of the port of Hek-ho for the trade of the province of Hek-ho with the privilege of setting up a consular post there; opening up of Chemao, between the Me-kong and Nam-tse, 210 miles north-west of Luang-Prabang in Tonquin; the right to navigate the rivers Lao and Mekong; the right to use the so-called Mandarin highways; the reduction of tolls; and the priority of mining concessions in the provinces of Kwang-tung, Kuang-shi, and Yun-nan.

The great importance of such a line of railway as that conceded to the Five-Like Company may be shortly explained as follows: Up to the present the three wealthy and flourishing southern provinces of China, viz., Kuang-shi, Yun-nan, and Kwei-tchow, have had no other communication with the coast than by means of three long and difficult trade-routes; the time taken to pass over the first of these routes, although the Yang-tse-kiang river is utilised for part of the distance, is three months and a half, and the cost of transport by this route is £6 to £8 the third and shortest route is that from the port of Pak-hoi to Nam-ling-fong on the Shikang, and transport by this route takes four weeks, and costs £12 per ton. Notwithstanding this difficult and dear transport, however, the annual value of the goods traffic along these three routes is estimated at four millions sterling; a good idea may therefore be formed of the enormous trade which might be done with this corner of the Chinese Empire if quicker and better communications were available. The port of Hek-ho in Tonquin is already connected with the Yang-tse-kiang on the Lang-sung Railway, by means of a canal—two miles long, and from Lang-sung the locomotive will soon be running as far as Dong-dang, which is only twenty-eight miles from Lung-chang. This last-mentioned town is the central point of the southern provinces of China, and the railway which the Five-Like Company has undertaken to build is intended, as far as possible, to divert the enormous trade movement of these provinces through Tonquin. The laying-down of the railway will also tend to render the northern portion of the French Protectorate more secure, as the land pirates and Black Flags will be pushed further and further away from civilisation, and on its completion the products of south-west China, instead of being added with a freight charge of eight to twelve pounds sterling

on their journey to the coast, will be brought to the Tonquin port of Hek-ho for something like one pound sterling per ton. After a long series of troubles and disappointments, therefore, to say nothing of the heavy cost incurred to the State, it really looks as if France is at last about to reap some profit from its Cochin-Chinese enterprise. The trade of one or two Tonquin ports must necessarily increase; partly at the expense of certain ports in China; but the ocean-carrying trade in connection with south-west China must grow greater and greater when utilised by the new French railway. Whether the French flag will be able to take all the extra profit arising from the increased traffic is, however, doubtful, although it is certain great efforts will be made to secure it.—*Faithful*.

#### LATE TELEGRAMS.

LONDON, 22nd July.

The marriage of the Princess Maud of Wales was duly solemnised to-day. The scene at Buckingham Palace Chapel was most brilliant. All the members of the royal family were present, besides many foreign guests. The Prince of Wales presided at the breakfast, at which the Marquis and Marchioness of Salisbury, Mr. and Mrs. Gladstone, and Mr. and Mrs. Chamberlain were present.

CALCUTTA, July 23rd.

The result of the 3 per cent. coupon loan was as follows:—The minimum rate of Rs. 72 only received 29 per cent. of the amount applied for at that rate. The average rate was Rs. 73.10. The tenders for the four crores amounted to over twelve crores, of which three and three-quarters were from Bombay and Madras, and the remainder in Calcutta. It is reported that the bulk of the loan has been taken on London account.

LONDON, July 23rd.

At a dinner given by the South African Association last night at which the Marquis of Lorne presided, His Lordship, in toasting the prosperity of South Africa, said he believed that the British before long would be as much the masters of the Zambesi as the masters of the Nile.

The operations against the Matabele in the Matopos Hills are regarded as indecisive. It is stated that Colonel Carrington will not re-enter the hills, but will build forts round them.

#### CANADIAN MAIL NOTES.

The burning political question of the day in Canada when the mail left was the resignation of the Tory cabinet, headed by the Premier, Sir Charles Tupper, and the formation of a Liberal Government by Hon. Wilfrid Laurier. Our exchanges are evidently strongly Liberal, as they accuse the outgoing Government of increasing the taxation for political purposes, of fostering the racial prejudices of the Colonists, and of great political frauds and corruption. The Premier resigned on the 18th July and his successor was sworn in on the 19th, naming the following cabinet the next day:—President of the Council, Hon. Wilfrid Laurier, Minister of Trade and Commerce, Sir Richard Cartwright, Minister of Justice, Sir Oliver Mowat, Minister of Finance, Premier Fielding, Minister of Militia, Dr. Borden, Minister of Marine and Fisheries, L. H. Davies, Minister of Public Works, J. L. Tarte, Minister of Railways and Canals, G. H. Blair, Minister of Agriculture, Sydney Fisher, Postmaster-General, W. Mallock, Controller of Customs, W. Farnum, Controller of Indian Revenue, Sir Henry Fox, Secretary of State, R. W. Scott, Solicitor-General, Chas. Fitzpatrick. The Interior Department is left vacant for the present. Without portfolio, C. A. Geoffrey and R. R. Dobbell.

The nomination of Mr. Bryan of Nebraska as the Democratic candidate for President of the United States was totally overlooked. Until the Convention met in Chicago his name had never been mentioned, but by his speeches while the Convention was considering the platform he seemed to strike a popular chord, and by a sudden impulse he was carried forward. He received the two-thirds vote required for a nomination on the fifth ballot. An exchange says of him and his chances of election:—"He is, of course, a 'silver man' clean through, ready to endorse the whole platform of the Convention. Judging from the fact that he endeavoured to have the Populist idea of Initiative and referendum tacked on to the platform, Mr. Bryan must have been more or less closely allied with the Populist party. To that case his nomination by the Chicago Convention must be looked upon as another bid for the Populist vote. With a silver platform and a Populist ticket the democratic party may reasonably expect to capture a considerable Republican vote in the West, while the South will remain as 'solid' as ever. Whether the gains will upset the Eastern vote sure to be driven off by the silver victory is a question that the future must be left to settle. As Vice-President on the same ticket, Arthur Sewell, a prominent ship-builder of Maine, has been nominated, this being done to placate as far as possible the Eastern vote.

The Chinese question appears to have reached an acute stage in Vancouver, where a meeting to consider the subject was held on the 6th June. Speeches were made showing that the law prohibiting the employment of Chinese underground was constantly being disregarded, and that as a consequence white miners were everywhere being replaced by Chinese. The importation of Japanese was also objected to as prejudicial to the interests of the labouring classes. Among the reasons advanced against the law of immigration, namely, gambling, the opium habit, and other evils. The remedy proposed was that the tax levied on each Chinaman entering the country should be increased from \$50 to \$500. A series of resolutions passed by the meeting was forwarded to the Lieutenant-Governor-in-Council with the request that they be given official endorsement and support.

A telegram from Berlin July 13th, is worthy of note.—One of the most important bills before the Reichstag this fall will be a measure to authorize the building of railroads in the German colonies of Africa. It provides for the building of several small railroads in German South-West Africa, and they will be built entirely by British capitalists. The bill also provides for the construction of a big road in German East Africa, that is, in the province of the Lovuville and Namibia. The road is to be built from the Victoria and Tanganyika, along the coast for 1800 kilometres. A syndicate has been formed by the Deutsche Bank, the German East African Co., and the Colonial Department to raise the 4,000,000 marks required. The Empire guarantees the interest.

#### THE "DRUMMOND CASTLE" DISASTER.

The following letter appears in the copy of *Faithful* received by the Mail to-day:—

To the Editor of FAITHFUL.

Sir,—With reference to the loss of this ship, *Can't* Hampton, M.S.G., of the Royal Mail Steamer *Accra*, has reported to the Guild that he sighted the *Drummond Castle* off the coast of Portugal, and that after passing Cape Finisterre at 3 o'clock on the morning of Tuesday, 10th June, he encountered very thick rainy weather until 6 o'clock on the following morning, and in a run across the Bay of 240 miles, he found his ship had been set to the seaward no less than 15 miles. The *Drummond Castle* was lost at this time, and there seems little doubt that the abnormal loss was together with the silence of the fog signal on Ushant, wholly responsible for the disaster. With regard to the statement of the master of the *s.s. Werf*, that he saw a vessel which he supposed was the *Drummond Castle* crossing his stern, and therefore steering on a dangerous course, it is open to very grave doubt as to whether such a public statement was justifiable. In the first place, it might have been a steam-boat bound into Brest, and not the *Drummond Castle* at all, and even if it was that unfortunate ship, the fact of her losing the course of the *Werf* was no proof that her course was a dangerous one; the one ship was bound to the English Channel and the other to the Bristol Channel, and starting from a point near Ushant the courses to these places are very different. I trust that this statement was not made by the master of the *Werf* merely to obtain notoriety at the expense of his brother shipmaster. It would be well if our Government would require that the lights and fog signals on foreign coasts should be properly attended to. We have asked that a fog signal should be placed on Cape St. Vincent, but nothing seems to have been done in the matter. There will be a dreadful disaster there next.

Yours truly

JOHN G. MOORE,

Hon. Secretary.

The Merchant Service Guild,

Liverpool, June 27th 1896.

[No one doubts that there is an acute current in the direction of the Cape of Good Hope; the point is that Captain Hampton made sufficient allowance for this current, and the captain of the *Drummond Castle* did not.—Ed. *Faithful*.]

#### SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*City of Peking*) 8th inst.

Indian and Straits (*Kutong*) 11th inst.

American (*Doric*) 14th inst.

Tacoma (*Braemar*) 15th inst.

Canadian (*Empress of India*) 25th inst.

American (*China*) 27th inst.

Tacoma (*Tacoma*) 27th inst.

The Indo-China Co.'s steamship *Kutong*, from Calcutta and the Straits, left Singapore for this port at 6 p.m. on the 4th inst.

We are informed by the Agents of the Austrian Lloyd's S. N. Co. that the Company's steamer *Medusa* left Singapore yesterday for this port.

The O. & S. S. Co.'s steamer *Doric*, with mails, etc., from San Francisco to the 21st ult., has arrived at Yokohama, and will leave for this port, via Nagasaki, to-morrow morning.

SHIPPING RETURNS.

From 8 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

*Nestor*.....steamer, from Singapore.

*Danang*....." " " " "

*Kuanyin*....." " " " "

*Taipei*....." " " " "

*Rosita*....." " " " "

*Kong Sang*....." " " " "

*Toyahashi Maru*....." " " " "

*Himal*....." " " " "

*Wongchok*....." " " " "

Aggregating 12,363 tons register.

DEPARTURES.

*Taipei*.....steamer, for Canton.

*Yuen*....." " " " "

*Oboro*....." " " " "

*Florian*....." " " " "

*Boekow*....." " " " "

*Wuhu*....." " " " "

*Kuanyin*....." " " " "

*Kuanyin*....." " " " "

*Pooline*....." " " " "

*Phra C. Kiao*....." " " " "

*Rosita*....." " " " "

Aggregating 14,071 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Piccola*....." " " " "

*Brand*....." " " " "

*Progress*....." " " " "

*Active*....." " " " "

*Kiang*....." " " " "

*Midway*....." " " " "

*Nanyang*....." " " " "

*Straithland*....." " " " "

*Redna Critica*....." " " " "

*Honam*....." " " " "

*Wandering Jew*....." " " " "

*Africa*....." " " " "

*Zy*....." " " " "

*Shanghai*....." " " " "

Aberdeen

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China.—Watkins & Co., Hongkong.—[Advt.]

#### Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the Fifteenth day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1896.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.  
Hongkong, 28th July, 1896. [1195]

HONGKONG AND SHANGHAI BANKING CORPORATION.



## Intimations.

## NOTA BENE.

A GOOD THING IS WORTH REPEATING!

## CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS &amp; CO., Proprietors,

APOTHECARIES' HALL, 66, Queen's Road Central.  
Hongkong, 30th July, 1896. [12]

TWENTY (20) PER CENT.

## SAVING OF FUEL!

HOLDSWORTH'S  
MICA COMPOSITION

FOR

## BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,  
EASTERN MICA WORKS,  
HONGKONG. [10296]

Hongkong, 24th June, 1896.

HONGKONG HOTEL,

PRAYA, APRIL 7TH 1896.

Certain intimating statements having been put into circulation regarding the relative merits of the BELL'S ASBESTOS NON-CONDUCTING COMPOSITION as compared with a locally-prepared composition, BELL'S ASBESTOS EASTERN AGENCY, LIMITED, deem it necessary, in their own interests, to place AUTHENTICATED testimonials before all whom it may concern.

These testimonials may be seen at the Offices of the Company at any time.

W. JACKSON,

Manager.

P.S.—Bell's Asbestos Non-conducting Composition is now being used by the Public Works Department of Hongkong. [1179]

PHARMACEUTIC PRODUCTS OF THE FARBERWERKE VORM MEISTER,  
LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND

## "ANTI-PYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTI-PYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

## "DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

Dr. OVERLACH'S

## "MIGRAINE,"

(ANTI-PYRINE-CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS! [34]

## Shipping.

## STEAMERS.

"RICKMERS" REGULAR LINE OF STEAMERS.  
FOR MARSEILLES, HAVRE AND HAMBURG.  
(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS.)  
THE Company's Steamship

"MARIA RICKMERS,"  
Captain E. Berg, will be despatched as above on TUESDAY, the 11th instant.  
For Freight, apply to  
ANNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 31st August, 1896. [10295]

"RICKMERS" REGULAR LINE OF STEAMERS.  
FOR SHANGHAI.

"ELISABETH RICKMERS,"  
Captain Andersen, will be despatched as above on SATURDAY, the 18th instant.  
For Freight, apply to  
ANNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 31st August, 1896. [1219]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)  
THE Company's Steamship

"NINGCHOW,"  
H. C. Harris, Commander, will be despatched as above on or about the 30th instant.  
For Freight, apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 5th August, 1896. [1240]

## Shipping.

## STEAMERS.

"SHIRE" LINE OF STEAMERS.  
FOR NAGASAKI, KOBE AND YOKOHAMA.  
THE Steamship

"FLINTSHIRE,"  
Captain Dwyer, will be despatched for the above Ports on or about WEDNESDAY, the 12th inst.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 5th August, 1896. [1233]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

"CHINGTU,"  
Innes, Commander, will be despatched on FRIDAY, the 14th instant, at 3 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 5th August, 1896. [12197]

"SHIRE" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
(To follow the S.S. *Strathnevis*.)  
THE Steamship

"GLAMORGANSHIRE,"  
Captain Vyvyan, will be despatched for the above Port on or about the 10th instant.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 5th August, 1896. [1249]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN.

"NANCHANG,"  
Captain Finlayson, will be despatched as above TO-MORROW, the 7th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 5th August, 1896. [1169]

OCEAN STEAMSHIP COMPANY.  
FOR SANDAKAN AND KUDAT.  
THE Company's Steamship

"MEMNON,"  
Captain B. Branch, will be despatched on SATURDAY, the 8th August, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 3rd August, 1896. [1205]

"BEN" LINE OF STEAMERS.  
FOR HAVRE, LONDON AND ANTWERP.  
THE Steamship

"BENGLOE,"  
Captain Thomson, will be despatched as above on the 8th August.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 29th July, 1896. [1194]

"STRATH" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"STRATHNEVIS,"  
Captain Pattie, will be despatched for the above Port on or about the 10th August.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 18th July, 1896. [1650]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 11th instant, at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSON, SONS & Co.,  
Agents.

Hongkong, 4th August, 1896. [1225]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR VLADIVOSTOK, VIA SHANGHAI.  
(With liberty to call at CHEFOO and/or NAGASAKI.)

THE Company's Steamship  
"WINGSANG,"  
Captain Sellar, will be despatched as above on THURSDAY, the 13th instant, at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 5th August, 1896. [1234]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"PROMETHEUS,"  
Captain Day, will be despatched as above on MONDAY, the 17th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 5th August, 1896. [1232]

JAVA, CHINA, JAPAN LINE OF STEAMERS.  
UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.  
(Subject to Alteration.)  
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.  
S.S. *Federation* ... To JAVA ... August.  
S.S. *Germania* ... To JAVA ... Sept.  
S.S. *Cassius* ... To JAVA ... October.  
S.S. *Germania* ... To JAPAN ... August.  
S.S. *Cassius* ... To JAPAN ... Sept.  
S.S. *Federation* ... To JAPAN ... October.

General Agents for China & Japan, LAUTS, WEGENER & Co.,  
Hankow, 27th July 1896. [1289]

## Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship  
"MIRZAPORE,"  
Captain J. R. Lendon, R.N.R. carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 13th August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to  
H. A. BITCHIE,  
Superintendent.

Hongkong, 30th July, 1896. [121]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896.

1896.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.  
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Piddar's Street. [3]

Hongkong, 22nd July, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
*Gaule* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... Saturday, 8th August, at Noon.  
*Dorle* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 25th August, at Noon.  
*Belgie* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... Saturday, 12th Sept., at Noon.

THE Company's Steamship  
"GALIC,"  
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY, or payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 23rd July 1896.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,  
PRAYA CENTRAL, HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUHEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896. [62]

## Mails.

## OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

Monmouthshire, Saturday, 15th August.  
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship  
"MONMOUTHSHIRE"

will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 15th August.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

The S.S. *Monmouthshire* has Superior Accommodation for Saloon Passengers.

For further information as to Passage and Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 30th July, 1896. [1200]

## NORDBOTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

*Sachsen* ... Tuesday, 18th August.  
*Bayern* ... Tuesday, 15th Sept.  
*Prinz Heinrich* ... Tuesday, 13th Oct.  
*Preussen* ... Tuesday, 10th Nov.  
*Sachsen* ... Tuesday, 8th Dec.  
*Bayern* ... Tuesday, 5th Jan.  
*Prinz Heinrich* ... Tuesday, 2nd Feb.

ON TUESDAY, the 18th day of August, 1896, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 15th Aug. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 17th Aug. and Parcels will be received at the Agency's Office until NOON on MONDAY, the 17th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lises can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 21st July, 1896. [1112]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passenger is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON £400.  
Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

*Bratar* ... 3.601 Tuesday ... Aug. 25.  
*Tacoma* ... 4.549 Thursday ... Sept. 3.  
*Victoria* ... 3.167 Monday ... Sept. 21.  
*Olympia* ... 3.608 Friday ... Oct. 9.  
*Bratar* ... 3.601 Tuesday ... Oct. 27.

THE Steamship  
"BRAEMAR,"  
Captain E. Porter, sailing at Noon, on TUESDAY, the 25th August, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the Steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents.

Hongkong, 1st August, 1896. [6]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

THE Steamship  
"EVANDALE,"  
Captain W. Buyer, sailing at Noon on SATURDAY, the 8th instant, will proceed to VICTORIA, B.C., and TACOMA, Wash., via KOBE and YOKOHAMA.

For Particulars see regular Northern Pacific Advertisement.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
General Agents.

Hongkong, 3rd August, 1896. [1230]

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